

The Golden Spike Centennial Edition

THE Pioneer



VOL. 16

MARCH - APRIL 1969

NO. 2



Wedding of the Atlantic and Pacific by Rail
Promontory Summit, Utah, May 10, 1869

The President's Message

By Ray Knell



Our Projects: Our Opportunities

WHU said that about the Sons of Utah Pioneers needing some projects to develop and maintain enthusiasm and the good old fraternal spirit? Well, we've got projects—two of them and they are whoppers! They are big enough to keep all our chapters buying all spring and summer, and then some!

The question now is what are we going to do with them?

Are we going over the top with our drive to build the Mormon Battalion Monument at San Diego in time for that city's 200th anniversary celebration? Can we persuade every member to make his contribution, so we can report 100% support individually and by chapter?

Will we get behind our fine organization in its promotion of the great musical play "People of The Book?" If we will give this project our full support by talking it up everywhere we go and by buying and selling tickets, we can raise money enough to make up any differences our chapters may need to fill out their respective quotas. And we need make no apologies for backing this show. It is a sure smash hit!

We can and must accomplish these goals. The good old spirit of SUP has never courted failure and it will not falter this time. The chapter officers are men capable of seeing to it that this will not happen. They have got *enthusiasm* and we can do anything with *enthusiasm*. It is the ultimate answer to all success. We can't fail if we have *enthusiasm*.

The great musical show "The People Of The Book," is a natural for SUP promotion. It treats in a delightful way—with music and the dance—the ever appealing subject of the origin and history of the American Indian, as recorded in The Book of Mormon. In these days of strife, turmoil and godlessness the world needs more than ever before to hear the message of the Book of Mormon.

These projects offer to us our "golden opportunity" to do good. It is most assuring that some of our chapters have seized this choice opportunity and have met their monument quotas—and then some! What they have done, all can do. Now, men and brethren, let us at it—full steam ahead!



How Music Helped in United Order

AN INTIMATE view of the function of music under the United Order is given in the recollections of one who was born in the 1870's in Orderville, Utah. Mrs. Emma I. Seegmiller Higbee shared her memories with a member of the Federal Writers Project, recalling that the village was awakened each morning by Thomas Robertson, the blacksmith and musician, who took down his trumpet, polished off the mouthpiece and then played the hymn, "O Ye Mountains High."

"Then came the calls to meals, and scores of people could be seen wending their way to the dining hall from all parts of the town, to the tune of 'Do What Is Right, Let the Consequence Follow'. . . On Sundays the same bugle called us to church, but on this day be stepped to the tune of 'Come, Come Ye Saints'."

Prayers and singing of hymns were observed morning and evening before meals. "Lord, We Come Before Thee Now," and "Come, Let Us Sing an Evening Hymn" remain as familiar memories. On pioneer programs, a Sister Crofts would often lead the audience in pioneer songs; four lines of one went:

Then honor well this day of days,
To God on high our voices raise,
And for these men we'll give three cheers,
The glorious, noble pioneers.

Hope

I FEEL with all my heart that the sun of hope is rising. Many thinking men and women are recognizing the need of man's looking up toward the heavens instead of groveling in response to his animal nature. Whether we live abundantly or live miserably depends upon ourselves. Look retrospectively, young men and women, and determine whether your innermost thought hold you on an animal plane or whether they lift you into the mental, moral and spiritual realm.

Gloomy clouds hang heavily about us, but the rains that descend from them often prove a blessing. So is may be with the clouds lowering today over civilization. (From "Pathways to Happiness," by David O. McKay.)



The Spike: Backsets and Blessings

THE MOST progressive step in the development of the Great Basin Kingdom was the completion of the transcontinental railway. The railroad, together with the telegraph which spanned the country from sea to sea, brought the people of the territory in close communication with the outside world and marked the end of the pioneer period in western history. Isolation of the Mormon colony was now a thing of the past.

Great and significant as was this event, yet, Pres. Brigham Young and most of the high brethren were conspicuously absent when the last spike uniting East and West via the Union Pacific and the Central Pacific was driven at Promontory, Utah, May 10, 1869. It was said the great colonizer did not like the subordinate role assigned to him at the ceremonies.

Some of the Latter-day Saints had hoped the railroads might pass north or south of them, follow the Oregon or Santa Fe Trail and thus leave them alone. As the surveyers sought the shortest routes, it was seen that the Union Pacific would follow closely the old Mormon Trail, while the Central Pacific pushed eastward from Sacramento across the Nevada dry lands and that they would meet in northern Utah.

Then the "Saints" began to worry that Salt Lake City would be by-passed and that is exactly what happened. Thus, the coming of the railroad was viewed with mixed feelings. They knew the railroad would bring them closer to their overseas missions; that it would facilitate the emigration they so much desired; and would put them within reach of commodities and supplies they urgently needed. At the same time they realized that emigration by train would require cash they did not have and that the freight bills would cut deeply into the funds required for capital improvements.

The weight of progress was on the side of the railroads and a solution worked out. The Church, in the name of Brigham Young, was to take the contract to build the line from Echo Canyon to Ogden. This had two important effects: it kept the rowdy construction element out of "Zion" and gave the Church the wherewithal with which to pay the fares of the emigrants.

A post-war recession which delayed payment to the Church for the construction job seriously delayed the progressive step of the railroad union and gave the Saints a bad economic period, which proved a blessing in disguise because it drove them to great efforts to supply their wants from within their own facilities.

"Who Is Driving Up There?"

CREATIVE scientists, in sending astronauts around the moon and bringing them back to earth, took the greatest stride of all time in man's struggle to conquer space — a glorious triumph indeed for the ingenious mind of man, but it presents somewhat of a threat and a danger.

Scientists and technologists sometimes succumb to this danger. The psychologist's name for this condition is "hubris," or man's arrogance in the face of mysteries he pretends to understand and riddles he figures he has solved. An example of this attitude was the expression of the pioneer Russian space-man who, when asked what he saw on that first trip into space, replied: "Well, I didn't find heaven and didn't see God up there!"

The antithesis of this pomposity was the incident in one of the moonflight broadcasts when all three of the American astronauts read from the Book of Genesis. This was the high moment of the entire flight for all who watched and listened. Why did it move so many, so deeply?

First, it was the language, so piercing and persuasive in its simplicity. Those first ten verses in the first chapter of Genesis starting with: "In the beginning God created heaven and the earth" and ending with the account of God's naming the dry land as Earth, and the gathering of the waters which he called seas; and how God saw that they were good—surely must be regarded as one of the most profound utterances of all time.

It is significant that these scientists, representing a new type in terms of skills and self-discipline, read the creation story as their way of saying that the primal questions remain to be asked and the rudimentary mystery solved. Perhaps it was their way of reminding us of the profound pronouncement, "And God saw that it was good."

When the radio operator at Houston asked, "Who is driving up there?" he hit upon an idea far more searching than he had intended. Could he have meant who is in charge of the whole cosmic operation, including the Earth, the Moon and all other planets and galaxies?

How much closer are we today in resolving this eternal question because of what space science has made possible? Very much closer in one respect at least. Space technology has undercut man's urbane opinion that he was the center of all things. He sees more clearly now that physically he is a trivial atom of matter in a vast and incomprehensible cosmos. To be able to spin around at will in that infinity is certain to allay any arrogance man may have displayed that he understands the working of the firmament and leave him with the humility to search for new truths about the creation and its Creator.

GOLDEN SPIKE CEREMONY FIRST NATION-WIDE 'BROADCAST'

Nation Went Wild When Railroad Was Completed

By The Centennial Celebration Commissions

"The last rail is laid. The last spike is driven. The Pacific Railroad is completed!"

These were the words that crackled along telegraph lines to an anxiously waiting nation from Promontory Summit, Utah on May 10, 1869 — the day they drove the Golden Spike marking completion of the nation's first transcontinental railway system.

Every telegraph office in the country was tuned in for the event, and crowds were on hand

most every city and town in the land. Festivities continued well into the night. There were fireworks, band concerts and speeches by the dignitaries of almost every community.

Newspapers heralded completion of the railway as one of the most significant events in the nation's history. It tied the East and the West together, they proclaimed in huge headlines, paving the way for the development of the vast wilderness west of the Mississippi River.

"Amazing Progress"

The Railroad Journal in its issue of May 15, 1869 said: "All things considered, this enterprise may justly be recorded as the great accomplishment of the age—magnificent in its conception, wonderful in its amazing progress and destined in its beneficent influences to be one of the great civilizing and commercial levers in the world."

As trains from the East and from the West stood a scant two-rail distance apart, the last tie was put into place and the last rails laid. A golden spike and another of silver were driven into a tie of California laurel by various dignitaries prominently identified with the project. (Pres. Brigham Young, whose contractors had done yeoman service in building grades and bridges, was conspicuously absent.)

The trains then inched toward each other, touching "noses" and a bottle of wine was poured over the last rail as a libation.

The landmark event in American history is being commemorated throughout 1969 by a year-long observance program arranged by the Golden Spike Centennial Celebration Commission, which was appointed by President

Lyndon B. Johnson, the Congress of the United States acquiescing.

Dignitaries Speak

In endorsing proposed legislation to establish the Centennial Commission, Secretary of the Interior Stewart Udall under the Johnson Administration said: "Perhaps no single event contributed so much to the development of the West as the completion of the first transcontinental railroad across the United States."

And the late President John F. Kennedy summarized this sig-



to hear the details in the form of a running account by the telegraph operator at Promontory.

Special wires were installed so that contact between hammer and spike sent the sound out over the wire. Thus, the Golden Spike Ceremony became the first event in history to be "broadcast" from coast to coast.

President Speaks

When word came that the railroad was completed, it touched off one of the wildest celebrations in the nation's history up to that point. President Ulysses S. Grant made the official announcement in Washington.

Fire alarm bells and church bells rang out throughout the land. Philadelphia rang old Liberty Bell. There were 100 cannon salutes in New York Central Park, San Francisco and Washington. The deums were sung and special church services held in



nificant event in these words: "We need not read deeply into the history of the United States to become aware of the great and vital role which the railroads have played in the opening up and developing of this great nation."

"As our frontier moved westward it was the railroads that bore the great tide of Americans to areas of new opportunities and new hope. It was the railroads that linked together the diverse segments of this vast land so that together they might create the greatest economy the world has ever known."

LARKIN MORTUARY

260 EAST SOUTH TEMPLE
PHONE 363-4417

ZION BOOK STORE

254 South Main Street
Specializing on Western Scene

BLOW-BY-BLOW OF THE GOLDEN SPIKE DRIVING FETE

Engines Nose Together--Wine Sprayed--Hammer Wielders Miss

By James M. Miller

(SUP Historical Writer)

On May 1, 1869, the two railroad crews faced each other, and the space between them could be measured in feet — fifty-eight feet to be exact. Congress had decided on Promontory Summit to be the junction of the two lines and now all that remained was the final ceremony. Plans called for the junction of the lines to be made on May 8, but there were unpredictable delays such as the washout of the Union Pacific's line at Devil's Gate on the night of May 4 and 5, 1869.

Word had reached the Union Pacific construction crew on the night of May 9, 1869, that the Central Pacific planned to build a siding into Promontory and thus exclude the Union Pacific from that city. As a result, the Union Pacific's crews built a spur into the city during the night of May 9 and 10 making Promontory Summit a Union Pacific Railroad town.

Finally the day arrived — May 10, 1869. The day began raw and windy, although the temperature climbed to 69 degrees by noon. The rain clouds that had drenched the area for several days, cleared, but the ground was still muddy.

Together at 11:15

About eleven o'clock, Chinese trackmen of the Central Pacific leveled the roadbed for the last length of rail. About 11:15 a.m., the Central Pacific's Jupiter, engineered by George Booth, and the Union Pacific No. 119, engineered by Sam Bradford, arrived and were sprayed with a bottle of California wine and decorated with flags and colors. The crowd of soiled, dirty workers, visitors and pompous officials jostled one another as they crowded around the two locomotives. A space was cleared for the band of the Twenty-first United States Infantry which supplied the music for the occasion and also for the official "stage."

About noon, the ceremonies began with General Jack Casement



Track-laying crews of U.P. Railroad, approaching Promontory Summit from the east in May 1869.

calling the meeting to order and Edgar Mills reading the program. The dedicatory prayer was offered by the Reverend Doctor John Todd. Workmen from both companies then laid down all but the last tie, and the last rail, fresh polished California laurel, was put into a position by Samuel B. Reed of the Union Pacific and by John H. Strobbridge of the Central Pacific with some ceremony. On this tie was an inscription: "Pacific Railroad, May 10, 1869." Six men from each of the two railroads took two rails and placed them on the ties, and the spikes were driven in except for those where the ceremonial spikes would be driven into the laurel tie.

Presentation of Spikes

At this point in the program, there was the presentation of the spikes. The first, California's golden spike, was presented by Dr. H. W. Harkness to Governor Leland Stanford. Nevada's silver spike was presented to both Dr. Thomas C. Durrant and Governor Stanford by F. A. Trittle. Arizona's Governor Safford present-

ed a spike of iron, silver and gold. After the presentation there were acceptance speeches by Governor Stanford and General Grenville M. Dodge. W. W. Coe, of the Pacific Union Express Company, presented a silver spike and maul to Governor Stanford. Wires were then connected by the Western Union Telegraph operators to the mauls to be used in the driving and to the golden spike.

Two Misses

At 12:40 p.m. the driving ceremony commenced. Governor Stanford was to have had the first hit on the spike, but missed, and Dr. Durrant, in a gentlemanly manner likewise missed. Then Governor Stanford hit the spike, giving a waiting nation the "dot!" signifying the line from the west had joined the one from the east. Upon completion of the driving of the golden spike, telegraph messages were read to the audience, followed by both engine's whistles blowing hard.

Photographers spent a busy half-hour or so taking photographs, as personal souvenirs of the participants and others for resale as post cards.

The crowd then dispersed. The railroad officials retired to their cars, but the other celebrants flooded the dens of iniquity that crowded Promontory Summit and oratory and whiskey flowed freely.

**SOLAR
SALT CO.**

LINCOLN'S DECISION:**'Private Industry Must
Build Pacific Railroad'**

The Pacific Railway Act of 1862 was a Civil War Act, designed to bind wavering California to the Union.

Construction of the railroad was proposed by some as a national project — because it was "too big for private enterprise to handle." But President Abraham Lincoln disagreed.

Said he: "The national government has its hands full carrying out the war. Private enterprise must build the Pacific Railroad and all the government can do is render what aid it can, even admitting that construction is a political as well as a military necessity."

Act Creates Railroads

The Railroad Act of 1862 created the Union Pacific Railroad and authorized it to build westward on to a point to be chosen by Pres. Lincoln. This point was Omaha. The Central Pacific, (a California company already in existence) was authorized to build eastward from Sacramento.

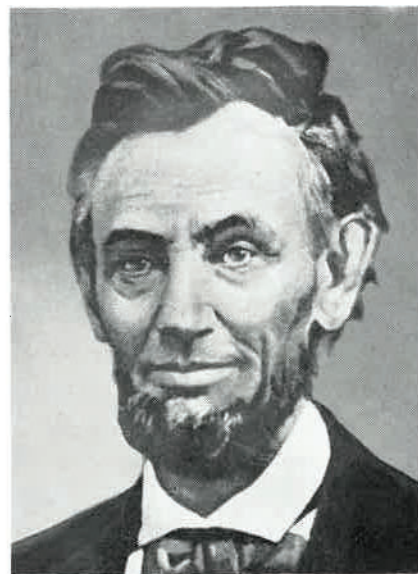
Recognizing the vital importance of the railroad to the nation, the U.S. government granted the railroads right-of-way through the public domain, plus 10 alternate sections of land per mile on each side of the railroad within the limit of 10 miles.

Helps Finance Construction

Most of this property was sold by the railroads to help finance construction and to encourage settlement.

In return for the land grants the railroads were required to move government freight, personnel, military goods and mail at half-rates for 80 years, through two World Wars, before Congress, in 1946, decided the land had been paid for 9.6 times over, and repealed the reduced rate requirement.

Cash grants which the government made to further the project a century ago constituted a mortgage on the railroads and were all repaid at 6% interest.



*President Lincoln
... "let the public do it"*

**Indians Gave R. R.
Builders Big Trouble**

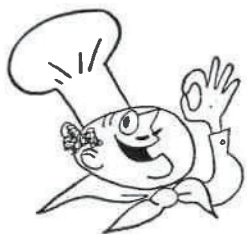
The country through which the Union Pacific built its part of the Pacific Railroad ran through the hunting grounds of the Pawnee, Sioux, Arapahoes, Crows, Blackfeet, Cheyenne, Bannock, Snake, and Shoshone Indians — some of the most warlike tribes in the West.

Work crews were exposed to frequent Indian attacks, particularly in 1864-1865. One of the most valuable forces in protecting the railroaders those days was a battalion of Pawnee Indians mustered into the U. S. service for that very purpose.

The Pawnee were bitter enemies of the Sioux and Cheyennes.

Meet and Eat at CHASE'S CAFE

**Cross Roads Junction
TREMONTON, UTAH**



Take Out Orders

Shrimp, Chicken, Steaks

Window or Booth Service

Home Cooking
Luncheons and Dinners
Pies a Specialty

Mr. and Mrs. Chase Peterson, Owners

The Pioneer

Published Bi-Monthly at
Salt Lake City, Utah

by
National Society of Sons of
Utah Pioneers
2998 Connor Street
Salt Lake City, Utah 84109
Phone 484-1462

Subscription Rates \$2.50 Per Year
50 Cents Per Copy

Entered as Second Class Mail
at Salt Lake City, Utah

T. M. Woolley, Business Manager
Les Goates, Editor

Medallions Struck As Souvenirs Of R. R. Centennial

In commemoration of the 100th Anniversary of completion of the first transcontinental rail route in this country, the U. S. Congress authorized the striking of special medals — with suitable emblems, devices and inscriptions — for the Golden Spike Centennial Celebration Commission.

The medallions, designed by Frank Gasparro, engraver with the U. S. Mint in Philadelphia, are 1-5/16 inches and 2½ inches in diameter and of bronze and silver alloy.

One side of the medallion depicts the engines of Jupiter and No. 119 nosing together against a mountain background. An inscription reads: "The Pacific Railway Is Completed. May 10, 1869. The Central Pacific and the Union Pacific Railroad Linking the Nation, Promontory Summit, Utah."

The opposite side shows a section of rail bearing the dates 1869 and 1969. An inscription around the edge reads: "The Oceans United By Railway. Golden Spike Centennial Celebration Commission."

On this side the larger medal also includes the names of Sacramento - Promontory - Omaha, the eastern and western terminals of the original line, and the place where the two lines meet.



Pres. McKay Receives Medal from Sen. Moss

Pres. McKay Receives Golden Spike Commemorative Medal From Sen. Moss

Pres. David O. McKay has been presented with the Golden Spike Centennial Commemorative Medal by Sen. Frank E. Moss vice chairman of the Centennial Commission. The presentation was made in Pres. McKay's suite at the Hotel Utah.

The medal is the same as the one presented previously to Pres. Lyndon B. Johnson. The occasion of the presentation provided an opportunity for Sen. Moss, devoted SUP member, to convey to Pres. McKay the greetings of the retiring President of the United States. The two presidents became friends several years ago.

The Church leader expressed his appreciation for the Golden Spike token and for Pres. Johnson's message.

The medal, made of silver, was

struck by the U. S. Mint in Philadelphia. It is designed to commemorate the "Wedding of the Rails" May 10, 1869 at Promontory Summit in Box Elder County.

Pres. McKay was informed by the senator that plans for the Golden Spike celebration are progressing on schedule. These include: a parade in Ogden, a Golden Spike Centennial Ball in Salt Lake City, some old-time pioneer entertainments and other commemorative events.

**We're Proud To Be The Printers of
THE PIONEER**



PRINTERS INC.

OFFSET

PRINTERS Inc.

2185 South 9th East
Salt Lake City, Utah
Phone 487-1779
• LETTER PRESS

WE HAVE MOVED

BEEHIVE TOURS

To 1325 SOUTH MAIN

Suite B — Plenty Free Parking

CALL 487-1731

for information on travel or special tours

*We appreciate SUP and Mormon
Battalion patronage, and planned
Hawaiian Tour.*

Dick Lamber, Member SUP

**Wasatch Lawn
Memorial Park**

3401 Highland Drive

Ph. 466-8687

The Pioneer

NATIONAL EXECUTIVE BOARD

Ray Knell President
Cedar City

Francis L. Christensen.....Brigham City
Immediate Past President

VICE PRESIDENTS

Archie D. Wallis.....St. George
Membership Chairman (South Utah)
Verl G. Dixon.....Provo
Membership Chairman (Central Utah)
E. Morton Hill.....East Mill Creek
Membership Chairman (South Salt Lake)
Jay B. Horrocks.....Salt Lake City
Membership Chairman (No. Salt Lake
& South Davis)

Gerald M. Waterfall.....Ogden
1969 Encampment Chairman
Harold B. Felt.....Brigham City
Membership Chairman (Box Elder,
Weber, North Davis Counties)
Lorenzo F. Hansen.....Logan
Membership Chairman (Cache Valley,
Bear Lake)

LIFE MEMBERSHIP COMMITTEE

Eugene P. Watkins.....Salt Lake City
Chairman, Public Relations Chairman
Joel RichardSalt Lake City
Chaplain, Vice Chairman Life
Membership Committee
H. Allen Jensen.....Midvale
Vern B. Muir.....Bountiful
Assigned to the T. L. Kane Chapter
J. Rulon Morgan.....Provo
Monument Committee Assignment

DIRECTORS

T. M. Woolley.....Salt Lake City
Executive Secretary

Lorenzo B. Summerhays.....Salt Lake City
Treasurer and Finance Chairman

James H. Miller.....Brigham City
Pioneer Stories

Edward B. Perkins.....Los Angeles
Membership Chairman (So. California)

Duane B. Ford.....Sacramento
Membership Chairman (No. California)

Horace A. Sorensen.....Salt Lake City
Director Pioneer Village

Everett H. Call.....Salt Lake City
New Chapters Chairman

L. Ray Gardiner, Jr.....Salt Lake City
Judge Advocate

Marvin E. Smith.....Salt Lake City
Mormon Battalion and Treks

Lesley Goates.....Salt Lake City
Editor The Pioneer

Harold H. Jensen.....Salt Lake City
Historian

AWARDS COMMITTEE

Henry D. Call.....Layton
Chairman

Jesse LaytonHuntsville
Special Assignment Jefferson Hunt
Chapter

Kenneth P. Rasmussen.....Sandy
Trail and Landmarks

Our Readers Write

A Life Of Service In SUP

I am pleased to respond to an invitation by The Pioneer to relate some of my experiences in the SUP and offer perhaps a few words of counsel on procedures whereby we can make our chapters click with more vigor and enthusiasm. I have found much joy in the Sons of the Utah Pioneers because I have been busy and this attitude goes for chapters as well as individuals.

I have been an active member of the Box Elder Chapter since 1944. It was my privilege to serve as president from 1944 to 1956. During that period I gathered the materials, wrote and published "Box Elder Lore Of The 19th Century." At the request of Pres. Rulon Drainey I directed the revival of the Box Elder Chapter. It was suggested that our five Nauvoo trekkers serve as a committee to prepare the chapter for its 1951 Centennial. I personally collected \$1450 that year and obtained \$350 more the following winter from square dance entertainments.

I have found we have an abundance of rich pioneer history in Box Elder County. This Golden Spike Centennial season is the

time for all good SUP members up this way to collect their histories, rare photos, relics and artifacts and add them to the displays already available in this area in preparation for the tourist trade this summer.

I gathered the photos, researched the materials and wrote "Box Elder Lore" and persuaded the local newspaper publisher to print the 156-page volume, guaranteeing payment by personal check. The book came off the press at noon on the last day of the fair. I hastened to the fair and sold 100 copies that afternoon. Now, the 2,000 copies are gone but as a result of this research I feel that I know quite as much as anybody hereabouts about Box Elder history.

There was the time when our organization was deeply in the red and in order to help out a little I purchased a life membership for myself and four sons. (I am now 83 years of age and have been married to my DUP queen for 62 years.)

—Adolph Reeder
Box Elder Chapter



SUP members, railroad officials and employees, county officials and visitors greet a crowd of railroad devotees assembled at one of the reenactments of the driving of the golden spike at Promontory Summit.

DO WE NEED TO SHIFT THE FOCUS?**The Mormon Battalion Monument: A Great Opportunity!**

BY EUGENE P. WATKINS

Chairman Mormon Battalion Monument Campaign

Two of the saddest words in any language are "If Only." Too many of the members of our National Society of the Sons of Utah Pioneers have failed to rally to the opportunity which has been afforded our organization to



Mr. Watkins

erect a fitting monument to the Mormon Battalion. We cannot let our thoughts encompass the feeling of defeat. We can and must raise the \$18,000 necessary to make certain that the monument is completed and dedicated this summer when San Diego celebrates its 200th Anniversary.

For those who have made contributions, the officers of our Society are sincerely grateful and proud. The Holaday Chapter has met the goal of every member a contributor and the total amount paid is equal to not less than \$15.00 per member. Every member of the Temple Fork Chapter has made a contribution.

A check for \$2,000 for the monument fund was delivered to the Sons of the Utah Pioneers, on January 5 by Horace A. Sorensen for the Sugar House Chapter as income from entertainments which he sponsored, the largest sum turned in at any one time during the drive. The presentation was made at the regular monthly meeting of the National SUP Board, held at the Edward Fraughton Art Studio, 268

South Main St. where Mr. Fraughton, designer of the Mormon Battalion monument, described the art he has been working on for the past several months.

Regrettably, many of our chapters have not achieved their goal. When the statue is being dedicated, when the names of those contributing to assist in paying for the statue are publicized, what will the non-contributing member of our National Society be saying to himself? Perhaps those two saddest of all words, "If Only."

May we urge a re-dedication on the part of all members who have not made a contribution to get out of the past tense. Let's shift the focus and say "I will" and then send in a contribution immediately. There may not be a next time when such an opportunity for our society will be made available. Please we ask, don't let any members' thoughts encompass the feeling of defeat in this project, but ever keep in mind that the surest way not to fail is to determine to succeed and to act accordingly.

All contributions are tax free. Checks for contributions should be made payable to the National Society of the Sons of Utah Pioneers and mailed to our secretary, T. Mack Woolley, 2998 South 2150 East, Salt Lake City, Utah 84109.

Procrastination will never get the job done. Our goal is that no member of our organization will have ringing in his ear when the monument is dedicated two sad words, "If Only."

Mormon Battalion Monument Fund**100% Chapters**

Sugar House \$2047.50; Holladay \$435; Temple Fork \$318.50; Temple Quarry \$274; Ogden Luncheon Club \$620.

Other Leaders

SUP Luncheon Club \$841; Members at Large \$583; Non-members \$195; East Mill Creek \$178.50; Cedar City \$178; Box Elder \$145.75; California \$165; George A. Smith \$185; Buena Ventura \$107; Pioneer \$100; Brigham Young \$60; Dixie Mission \$26.

Other Contributors

Lehi \$15; Little Salt Lake \$20; Kanab \$10; Old Juniper \$24; Sierra \$5.

Non-Contributors

Jefferson Hunt \$0; Thomas L. Kane \$0; Ute Rangers \$0.
TOTAL as of Jan. 31, 1968:
\$6,356.25.

For a profitable and interesting career in Life Insurance Sales call George Quist, Member SUP 363-5787

SECURITY NATIONAL LIFE INSURANCE CO.

440 So. 7th East Full or Part Time

Ask about our Prearrangement Savings Program

Holbrook Funeral Chapel

3251 South 2300 East Dial 484-2045
Mr. and Mrs. Dale Holbrook, Managers
(Member S.U.P.)

Greetings to . . . Sons of Utah Pioneers

HEBER J. GRANT AND COMPANY

GENERAL AGENTS

20 South Main - Phone 359-3778

SEE OUR NEW STORE

The Rose Shop Inc.

PHONE 355-7265 • 359-6112

CLELA and NORM JORGENSEN
JACK MURAMOTO & MELVIN WILKEY
Florists and Decorators
WE TELEGRAPH FLOWERS Anywhere
Member Florists Telegraph Delivery Assn.

29 WEST 1ST SOUTH
Member of S.U.P.

THE MORMON BATTALION ON THE MARCH

San Diego Enthusiastic About SUP Monument Project

By Col. Marvin E. Smith
Commanding Officer
Mormon Battalion

The impressive Mormon Battalion statue at 268 South Main St., Salt Lake City, is gaining in respect and recognition. Many visitors have enjoyed seeing this artistic work. One General Church Authority remarked: "I'm a better man for having seen it." This is certainly a compliment to the artistic skill and understanding of sculptor Ed. Fraughton. It also reflects credit and recognition upon the SUP for sponsoring this project.

Ray Knell, national president, at the National Board meeting held at Gallery 268 in January was inspired in his decision to go to San Diego to meet with the Centennial Committee. This was fortunate because the city commission had decided against accepting the new monument, based upon an inferior sketch which they had seen. The only person present who knew that the sketch was not a true representation of the actual statue was Ray. He was able to convince them to reverse their decision.

He found the San Diego committee members enthusiastic about the celebration set tentatively for August 1969. The five LDS stakes in the area urgently invite Utah to come and support them in this community-wide celebration and dedication next summer. They plan to select 100 members and dress them in M.B. uniforms to make a grand entry march into the city as the battalion did in 1847.

Those of you who have friends who are descendants of the Mormon Battalion please let them know of this project of SUP to complete and present the statue to San Diego for placing on Old Fort Hill. They deserve the opportunity of contributing to this devoted and dignified effort to honor their ancestors.

* * *

New M.B. Song

Sheriff S. Grant Young recently wrote a song honoring the Mormon Battalion. It was present-



Pres. Ray Knell, left, Eugene Watkins, fund chairman, and sculptor Ed. Fraughton are dwarfed beside the giant statue of the MB soldier which is near completion. The statue will be cast in bronze in Italy then presented to San Diego City.

ed very pleasantly Jan. 31 by a quartet consisting of Harold and Martha Jensen with Roy and Verda Chipman. Mrs. Thomas was accompanist.

* * *

Selected readings from the Book of Mormon were presented at a recent Battalion meeting by Mrs. Bridget Berry. They were accompanied by music and pictures at the experienced hands of Rudy and Millie Christianson. Vernon Curtis of Lehi conducted the evening's activities.

Members on the Move

Nearly 100 people are poised to leave on the good will tour of Hawaii on this the semi-centennial year of the dedication of the Temple at Laie.

* * *

Sheldon and Edna Brewster visited in California during January and were delayed some on their return because of the floods.

* * *

Fred M. Reese and wife, Elva, completed an extensive tour through Arizona and California in the interests of the battalion.

POLL'S WORLD OF SOUND

Rentals - Sales - Maintenance
Stereo - Public Address

Custom Sound by Poll—

"WE CAN BE HEARD"

Corner of 11th East and 17th South
PHONE 484-8747

NO S.U.P. TREK IS COMPLETE WITHOUT LEWIS BROS. STAGES

549 West 5th South

The Right Equipment for Your Trip Anywhere
We appreciate being transport choice
on every S. U. P. Trek
We Are Happy to Serve You
FOR INFORMATION — CALL 359-8677

Salt Lake Valley's Finest
New Memorial Property

MEMORIAL ESTATES

Complete Funeral Arrangments
Available

6500 Redwood Rd. Dial 299-3456
Member SUP

C. Kay Cummings

THE ULTIMATE IN FINE CANDIES
Salt Lake City, Utah 84106

1959 South Eleventh East Street

Clyde Kay Cummings, Owner

Phones: Shop 487-1031 Res. 363-0418
S.U.P. Member

FOR MORMON BATTALION MONUMENT FUND

SUP To Sponsor Classic Musical Play 'People Of The Book'

The Book of Mormon will come to life in all its pristine verve and splendor when the Sons of the Utah Pioneers, in collaboration with the Brigham Young University Institute of Indian Studies and Research, present the spectacular musical play, "People of the Book," May 2 and 3 in the Highland High School Auditorium.

A colorful pageant, rich in drama, music and dance, "The People Of The Book" depicts the cultural-religious origin of the American Indians with prophecies regarding their future and records concerning their origin. It is based on the story and visions of Nephi, man of faith, as recorded in the Book of Mormon.

In six moving scenes, beginning with the exodus from Jerusalem and ending with a prophetic epilogue, it unfolds an interesting chapter in the historic scattering of the House of Israel. Portrayed are two principal families of the tribes of Joseph, who are led away from the Holy City under divine guidance, to escape the Babylonian captivity (590 B.C.) and are brought, after many trials and tribulations, to the shores of the New World in Central and South America and to the Islands of the Pacific long before the Spaniards and other explorers discovered the New World.

Success On Coast

The spectacular was presented in Starlight Bowl, Burbank, Calif. last October and drew capacity audiences for three nights. It featured the Mormon Choir of Southern California and the original music of Elizabeth Waldo with orchestration played by the Pierce College Orchestra, under the direction of Rowan Taylor.

The pageant was written by Mildred Handy, founder and director of the Yovail Dance Troupe which specialized in Israel folk dancing. Her musical dance pageant "Fire Of Israel" has been performed in numerous areas of Southern California as well as in Zurich, Switzerland.

Result Of A Challenge

The pageant is the result of a challenge issued to Mrs. Handy,



Bryce Chamberlain, star of the motion picture "Man's Search For Happiness" will play the part of Nephi, the Book of Mormon prophet, in the musical drama, "People Of The Book," to be sponsored by the Sons of the Utah Pioneers and the BYU Indian Studies Institute, May 2 and 3 at Highland High School.

the author, in December, 1966, by the Institute of Indian Studies at BYU to write and prepare a dramatic production that relates to the true heritage and cultural background of the American Indians. Southern California was chosen as the ideal location for the premier because of the large concentration of people of Indian and Mexican descent. Laraine Day and Victor Jory, former Utahns and Hollywood motion picture stars, served as advisors

with the California shows. Dale White, noted Hollywood producer, will direct the pageant during its Utah run.

The sponsor, SUP, plans to put on the show in Ogden and perhaps in Cedar City, it was announced by Ray Knell, president of the National Society, Sons of the Utah Pioneers. Chapters will conduct ticket sales campaigns and set up ticket stations.

Complete Line of Restaurant Equipment —
Fixtures and Supplies—Refrigerators and
Soda Fountains—Silverware—China
Pots, Pans, Ranges, Cutlery, Sinks,
Tables, Peelers, Mixers, Etc.

Restaurant and Store Equipment Co.

144 West 3rd South - P.O. Box 486
Salt Lake City 84110

SOMETHING NEW - - -
from GLITTERING LAMPS
To GLISTENING JEWELS
Valuable presents for the first 20 women
attending Saturdays.

Felt ELECTRIC CO.
Dial 363-5811
28 EAST 1ST SOUTH
C. Lamont & Vera Felt, Mgrs.

Proudly Celebrating our 100th year...



This is the big year — our centennial year — as it was on May 10, 1869 that the historic "Driving of the Golden Spike" joined the rails of Union Pacific with the Central Pacific and created America's first transcontinental railroad—uniting the East and the West.

Traveling was rugged in the days before the railroad. In fact, a trip to or from St. Louis was a hazardous three months by wagon train. Now it's a delightful experience that ends almost too soon!

We're proud of the part we've played in the "winning of the West." When the golden spike finally had been driven, the U.P. consisted of a single line from Omaha, Nebraska westward just a little more than 1,000 miles. Today, the U.P. operates in thirteen western states, and every minute of every day dozens of freight trains are moving over our nearly 10,000 mile system—hauling food for your table, furniture for your home, automobiles for your business and pleasure.

You name it — we probably haul it!

Yet Union Pacific is now much **more** than passenger and freight. We're becoming more diversified all the time. For example, we're one of the largest oil producers in California, and we also operate oil developments with other companies in Colorado, Wyoming and other regions.

We are engaged in other mineral development, too. And we're developing plant sites throughout our western states to aid industrial growth.

Proud of the past? Yes! But more important, we're always looking to the future. And as an indication of our great faith in the future of the West, this year alone Union Pacific will spend in excess of \$105 million for giant new diesels and new freight cars in one of the largest equipment acquisitions in the company's history. This is particularly fitting in 1969—the year of our Golden Spike Centennial. It means we're spending, as an investment in the future, a little over a million dollars for every year of our history!

UNION PACIFIC RAILROAD

Your good neighbor who is helping to build the West

Corinne Railroad Museum Had Its Beginning In '58

It was a red-letter day in the history of Box Elder County, Utah, when railroad devotees, pioneer enthusiasts and public-minded citizens met at Promontory Summit on May 10, 1958 to present a reenactment of the driving of the golden spike which actually had been driven 89 years before. The 1869 spike driving already had been acclaimed as one of the most important events in American history because it marked the completion of the transcontinental railroad and the unification of the nation by rail.

As the celebrants looked around them that spring day in 1958, they noted that nothing but a small cement monument with a bronze plaque and a short strip of rail, marked that historic spot. The speaker of the day, Horace A. Sorensen, remarked in his address that it was indeed a shame

to see so little there to memorialize such a stupendous event in United States history. "Something ought to be done about this," the pioneer curator declared, and forthwith he went to work to correct the situation.

Support From Washington

Soon Mr. and Mrs. Horace A. Sorensen were in Washington, D.C. calling on members of Congress and the National Parks Service who had long studied the story and the possibilities of some sort of museum at Promontory. They advised the Sorensens to start their work at Corinne and direct tourists to the monument from the major highway that passed through "that town with the glittering past." The Sorensens were told that after the people of the area had taken the first steps,

then the Parks Service could possibly come to their assistance.

Returning home Horace A. contacted officials of the Union Pacific Railroad and persuaded them that a museum dedicated to "The Age of Steam in Railroading" could be built on U.P. land between Highway 30 and the railroad tracks. The Union Pacific officials, seeing the possibilities of such a museum, leased land to the National Society, Sons of the Utah Pioneers; put in the trackage and donated a steam engine and cars to the project. Southern Pacific followed with the donation of a steam engine and a section hand car.

S.U.P. Tags \$15,000

The stage was now set. Working with the Corinne, Box Elder and Golden Spike Chapters, the National Society, Sons of the Utah Pioneers (earmarked \$15,000 to begin the museum project,

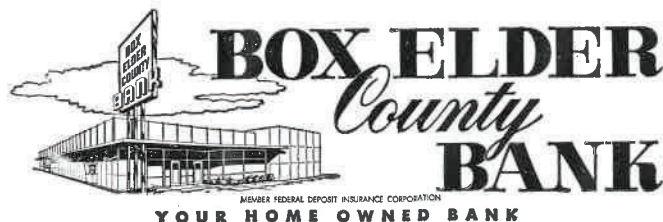
Work got under way full force as track was laid, fences erected, ground leveled and blacktop laid. A railroad station was moved from

see CORINNE, page 19

Exclusive at Box Elder County Bank . . .



custom designed . . . cast in durable
bronze . . . commemorate the
Centennial of the driving of the
Golden Spike . . . complete with key.



SERVING THE GOLDEN SPIKE EMPIRE

"UTAH'S AWARD WINNING CITY"

Gateway To The Golden Spike

Brigham City Welcomes You

- Peach Days Festival early in September.
- Near greatest Bird Refuge in the World.

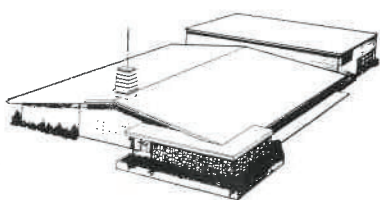


- Rocket Center of West.
- Intermountain Navajo Indian School.

YOU ARE MOST WELCOME to BRIGHAM CITY, Utah, county seat of Box Elder County. It is a great place to live, with community pride and finest educational facilities. Located on the slope of the towering, snow-capped Wasatch Mountains and near the Bear River Bay of the Great Salt Lake. Brigham City is Utah's award winning city having received national recognition for beautification for the past three years.

PETERSEN FUNERAL CHAPEL

BRIGHAM CITY, UTAH



- Complete Facilities
Permanent Chapel
Ample Parking
- Convenient with Quiet Surroundings
- Dignified Services
- SUP Member & Booster

VERL L. PETERSEN, Director
Phone 723-5236

Golden Spike Equipment Co.

Your

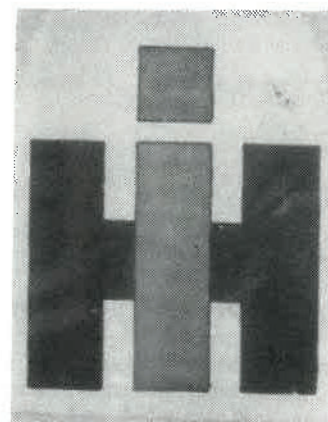
INTERNATIONAL HARVESTER

**FARMHAND and GEHL
MACHINERY DEALER**

Jack Fronk, President

Tremonton, Utah 84337

• Phone 257-5347



FIRST SECURITY BANK

Brigham City

*Welcomes You to the Heart
of the
Golden Spike Empire*

We are proud of our heritage

Your Full Service Bank

PARSON READY-MIX & PAVING CO.

The Same Top Quality
READY MIX CONCRETE
SAND And GRAVEL

PLANT MIX ASPHALT
PAVING for Driveways — Parking Lots
Farm Lots

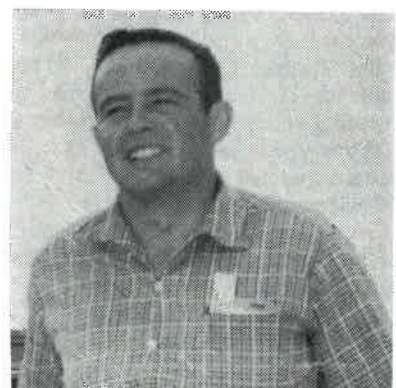
**PARSONS . . . Did the Fine Paving at The Railroad Village
We Recommend Them to You!**



J. B. PARSON
Owner

Located at —
EAST FOREST STREET
Brigham City

PHONE 723-5216
FREE ESTIMATES
Without Obligation



"JACK" PARSON, JR.
Plant Superintendent



SUP Vice President and Mrs. Lorenzo F. Hansen of Logan look over the new Sons and Daughters of the Pioneers museum at Brigham City at its Golden Spike grand opening on January 15.

Thanks

To Sons of Utah Pioneers

for giving us the pleasure of participating
under the direction of

Horace A. Sorensen

in the construction of

PIONEER VILLAGE

and

CORINNE RAILROAD VILLAGE

L. J. and E. ANDERSON

GENERAL CONTRACTORS

2310 East Delia Drive, Salt Lake City, Utah 84109

Phone 278-6384

Sugar House Project

The Sugar House Chapter, SUP, through Horace Sorensen's initiative, took over the Eugene Jelesnik Amateur Hour with startling success. The event drew the largest turnout in the chapter's history.



744 E. 4th So. Street
Phone 363-4454

2960 Highland Drive
Salt Lake City
Phone 487-0879

3225 Washington Blvd.
Ogden, Phone 394-5749

*Buffet Luncheons and
Dinners/Banquets/
Catering*

Meet your friends at

SANDY'S CAFE

49 West Main, Tremonton, Utah

For Breakfasts, Dinners or Lunches

Open 6 to 9

CLARK M. HILLAM

FIRST SECURITY BANK BUILDING

Brigham City, Utah • Phone 723-5207

*Abstracts, Title Insurance, Auto Insurance,
Bonds*

Harold B. Felt **FUNERAL HOME**

HAROLD B. FELT - Director

TELEPHONE 723-5203

205 South First East

Brigham City, Utah 84302

Brigham City's Pioneer Funeral
Home

Serving Box County 35 Years

Brigham City's Golden Rule
Funeral Service

Welcome to The Golden Spike
Centennial Celebration

Brigham City
Utah

ZUNDEL'S
His and Her Shops

Shop in
Casual Comfort

Brigham's Pioneer Museum Opens In Gala Ceremonies

Decorated befitting its 1869 vintage, the Brigham City Golden Spike Exhibit and Pioneer Memorial Museum had its grand opening January 15 with Mrs. Calvin L. Rampton cutting the traditional ribbon in place of the Governor. The museum is the joint-operation of the Sons and Daughters of the Utah Pioneers.

Mrs. Rampton, in her brief remarks, observed that the excitement generated at the Centennial Celebration is reflective of the joining of the Union Pacific and Central Pacific Railroads at Promontory Summit, May 10, 1869.

Mayor Ole Zundel, of Brigham City, welcomed the visitors and guests. Invocation was spoken by Brigham City Councilman Byron Armstrong.

Almost all the dignitaries present received presentations. Among these were:

Ida Zundel, wife of Mayor Zundel, presented Mrs. Rampton with a dozen red roses. Nate Mazer, executive director, National Golden Spike Commission, presented Mayor Zundel with a centennial medallion award for Brigham City. Mrs. Rampton presented Mayor Zundel with a hardwood plaque with a golden spike surmounted. The mayor added the trophy to the museum collection. Mayor Zundel presented Chairman Frank O. Reeder, Box Elder County Commission and Eugene Wright and Mrs. Lewis Siggard with medallions for their efforts in promoting the museum.

The luncheon, attended by 350 or more guests, was held at the Elks Lodge.

LET US HELP YOU
MILLER REAL ESTATE
AND INSURANCE CO.
JAMES H. MILLER TROY M. MILLER
140 North Main Street
BRIGHAM CITY, UTAH
Member S.U.P.



Mayor Bart Walthius of Ogden with Nathan Mazer, director of field operations for the Golden Spike Centennial display Union Pacific poster-adv. of 1869 announcing the completion of the transcontinental railway and announcing train schedules. Photo was taken at the grand opening of the Box Elder SUP-DUP Museum at Brigham City, Jan. 15.

"Golden Rule Our Standard"
Olsen Funeral Chapel
Brigham City Phone 723-8484
Blaine and Mary Olsen
Member SUP

THE CRANE SUPPLY COMPANY

1075 South 6th West - Phone 363-5801

Plumbing and Fixtures of QUALITY

Congratulations to the Sons of Utah Pioneers
on Pioneer Village and Corinne Railroad
Museum.

We are proud to have helped on these.

Building Materials

ONE STOP FOR YOUR EVERY
BUILDING NEED

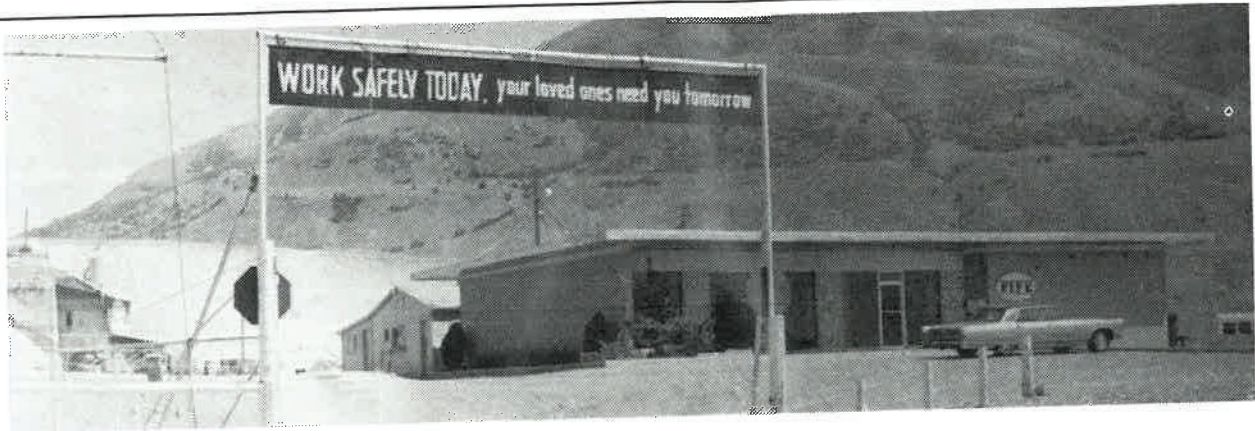
- Plywood Cut to Size
- Prefinished Wall Paneling
- Acoustical Ceiling Tile
- Vinyl Asbestos Floor Tile
- Formica Counter Tops
- Glass Installed
- Builders' Hardware
- Housewares - Gifts

Merrill's INC.

Serving Northern Utah For 70 Yrs.

Phone 723 - 3425

98 No. Main, Brigham City



FIFE ROCK PRODUCTS and CONSTRUCTION COMPANY

Growing with Box Elder County

READY MIX CONCRETE

CONSTRUCTION

GRAVEL PRODUCTS

**Congratulations to the Sons of Utah Pioneers
On This Fine Attraction
In Our Great and Growing County**

620 East Fifth South

BRIGHAM CITY

Phone 723-3478

Your Complete Service Drug Centers

TWO LOCATIONS

- Free Prescription Delivery
- S & H Green Stamps
- Approved 30-Day Charge Accounts
- Family Prescription Record for Income Tax and Insurance Records
- Year Around Lay Aways

100% Locally Owned and Operated

HAMILTON

DRUG CENTERS

470 NORTH MAIN BRIGHAM CITY 680 SOUTH MAIN

The Fred Gardners Take New Mission

Fred A. and Emma Harris Gardner, SUP and DUP members from Valley View Sixth Ward, have been called to supervise the Oakland Temple Information Center. Elder Gardner, SUP member at large, succeeds Elder Paul Summerhays, who was called into the temple presidency. They will leave for their new work in early March.

Fred has served two missions for the Church to Great Britain and to the Nauvoo Information Center. Both are retired educators.

He is a descendant of John Gardner, pioneer of 1853 and Abraham Coon, former bishop in Nauvoo. Mrs. Gardner is a great niece of Martin Harris, one of the three witnesses of the Book of Mormon.

Fred was born in Mendon and Emma in Harrisville, Utah. They have four children and 14 grandchildren.

(Picture Page 23)

Corinne Railroad Village Museum Had Start in 1958

(continued from page 13)

Honeyville and an 80-foot stage was built, with the replicas of the engines that met at Promontory Summit in 1869, as backdrops.

Dedication of the new museum took place May 9, 1959. As thousands of visitors passed through the grounds on that memorable day, they saw one of the most complete and amazing railroad museums ever assembled—steam engines, a railroad station, an old chair car, a baggage car, section-hand car, an 80-foot stage (backed by replicas of the famous engines that met at Promontory Summit 90 years before) wagons, buggies, numerous railroad displays, pictures of railroad movies and almost everything else that might possibly be associated with pioneer railroading.

A reenactment of the original Golden Spike ceremony has taken place annually since 1958, and will have its great and climactic observance with the Golden Spike

Centennial May 10, 1969 at Promontory Summit—and the Corinne Museum.

* * *

Congratulations are in order to the Daughters of the Utah Pi-



Horace A. Sorensen

... vision and hard work

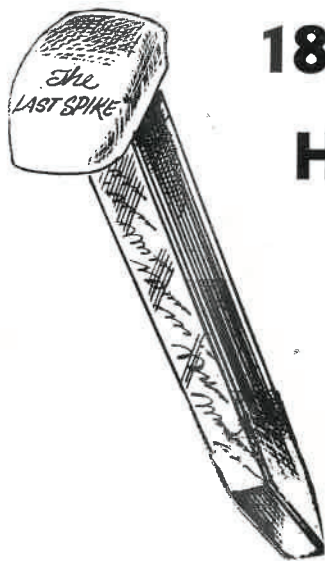
oneers who have on display one of the four golden spikes originally driven by four governors and presidents of states and railroads on that memorable May 10, 1869 at Promontory Summit. The spike, recently stolen from the DUP Museum on Upper Main Street, but mysteriously replaced, is one of the most interesting items on display in that amazing place. Be sure you see it during the Golden Spike Centennial Celebration.

* * *

Credit with interest must go to Berniece Anderson Gibbs of Corinne for keeping alive a reenactment of the Golden Spike event each year at the Corinne SUP Railroad Village. Pres. Horace A. Sorensen and the Gold Spike Chapter of SUP have worked hard to keep this event alive up to this memorable centennial year. A laurel sprig is also due Dr. Everett Cooley of the Utah Historical Society for his splendid interest and support.

GOLDEN SPIKE CENTENNIAL

1869 — May 10 — 1969



Home of the *Golden Spike*
Empire

Daily
Re-Enactment
at
Promontory
Summit During →

June
July
August



BOX ELDER COUNTY



100 years ago,
a gold spike completed
the nation's first
transcontinental railroad.

It started the West's
leading transportation
system.

Southern Pacific

Serving the Golden Empire with
TRAINS • TRUCKS • PIGGYBACK • PIPELINES

ORE. UTAH NEV. CAL. ARIZ. N.M. TEXAS MO. ILL. ARK. TENN. LA.

THE GOLDEN EMPIRE

COTTON BELT ROUTE

One hundred years ago the founders of the Central Pacific (now the Southern Pacific Co.) built the first rail link with the East through the West's high mountains and deserts to join together, at Promontory Summit, Utah, this nation's first transcontinental railroad.

Since then, the growth of the West has been spectacular. We've had to do some growing, too, to keep pace—until today, 118 years after the earliest part of our railroad began operations, we're serving the Golden Empire with the most diversified transportation system in America.

We're proud of this century-plus of service and of our part in the growth of the West. But the past is no place to linger. We look instead to the future. Today—and tomorrow—we will continue to develop the most dependable services to meet the transportation needs of our customers.

THE ANSON G. PERKINS STORY

Pioneer Utah Railroadman Recalls Early Experiences

By Anson G. Perkins
... pioneer Utah railroader

(In the next issue of *The Pioneer*, Mr. Perkins will tell the dramatic story of the building of the Utah Central R.R.)

A complete portrayal of the Utah railroad story is well beyond my ability to compile. However, these humble efforts help to satisfy my nostalgic reflections of my own days over heavier rails laid on the railbeds so laboriously established by my progenitors.

The old rock house where I was born in 1896 stood less than two rods back from the east right-of-way fence of the Oregon Short Line Railroad at Centerville, (now abandoned as a station). The 22 acre farm bequeathed to my mother was cut into by the right-of-way donated to the Utah Central by my grandfather, Anson Call, to whom reference has been made in *The Pioneer*. The subgrade was scraped into place by my mother's brothers, who also made the culverts and laid the first ties. In this they were assisted by my father, Jasper N. Perkins, who had been, during 1866-69, one of the teamsters on Anson Call's subcontract on the Union Pacific east of Morgan.

His voluntary hitch with the Utah Mormon Cavalry (Black Hawk Indian War) had conditioned him for such assignments. As we hoed our long rows of beans and potatoes which terminated at the railroad fence, my father often related to us boys the circumstances that make up the drama of the coming of Brigham Young's "iron horses" and "steam cars." In cautioning us about driving our livestock over the track, he made no reference to trains. His admonition was always, "Look out for the cars." Or he might say, "We'll go in after the half-after-five cars go by."

The Perkins Brothers

The laborious and never-ending chores on the farm with threadbare pay days were responsible for four Perkins brothers following each other into the train or



Anson G. Perkins, pioneer Utah railroadman, author of the accompanying article on the Utah Central R.R. is shown as a fireman (left) with unidentified engineer in 1915. At that time he was on the Salt Lake-Pocatello UP run. In more than 40 years in the railroad business, Mr. Perkins was a fireman, brakeman, conductor, switchman and yardmaster on many lines, including World War I service in France.

engine service of the railroads. The eldest of the four was a conductor protege of N. A. Williams during his days on the Rio Grande. The next two younger in those days were skillfully using a No. 2 scoop shovel to keep the hand on the steam gauge of the Rio Grande eleven hundreds at a perpendicular angle.

I coveted a brakeman's job on the O.S.L. and I gave O. B. Chalmers no rest until he sent me to Pocatello as a student brakeman. After some months, I transferred to the south end to work between Salt Lake, Pocatello and branches. a brakeman was \$2.78 per day or 100 miles, but for me there was additional remuneration in the satisfaction of working on the railroad which my grandfather, father, and uncles had laboriously brought into being back in 1869. Now what was once the Utah Central and pride of Brigham Young was probably the best groomed thirty-six miles of double track of the Union Pacific. Like

Brigham Young in 1877 and Anson Call in 1890, the gallant little "iron horses" and "steam cars" of 1869 had also gone to rest.

Lasting Acquaintances

One does not spend the first thirteen of his railroad years on the same division without making some lasting acquaintances. As a brakeman, I shared the left side of those coal-burning, hand-fired engines with the fireman whose seat boxes were usually vacant as he skillfully kept water over the crown sheet and the hand on the steam gauge pointing skyward. The names I now remember of the freight firemen were: Sorensen, Drummond, Adair, Brown, Bromley, Holt, Meadows, Borgstrom, Steed, Rasmusson, Folkerson, and Hamerland who could take coal at Cache Junction and be in the beanery five minutes later with his shoes reshined and face, neck, and ears washed.

see RAILROADMAN next page

RAILROADS.**UTAH CENTRAL RAILROAD****Pioneer Line of Utah.**

ON AND AFTER

THURSDAY, DEC. 1st,
1879,

Trains will leave Salt Lake City daily at 6 a.m. and 2:45 p.m.; arrive at Ogden 7 a.m. and 4:45 p.m.; leave Ogden City at 8 a.m. and 5:30 p.m.; arrive at Salt Lake City 10 a.m. and 7:30 p.m.

In addition to the above an

ACCOMMODATION TRAIN

WILL RUN

DAILY, SUNDAYS EXCEPTED,

Leaving Ogden City 5 a.m. and Salt Lake City, 4:40 p.m., on which full fare will entitle the purchaser of a ticket to return on the same day and train free, and will stop by arranging with the conductor, at any point on the line to take on or let off passengers.

Salt Lake to Woods Cross, 70c.; Centerville, 90c.; Farmington, \$1.25; Kaysville, \$1.65; Ogden, \$2.50.

Ogden to Kaysville, \$1.30; Farmington, \$1.65; Centerville, \$2.65; Woods Cross, \$2.25.

Passengers will please purchase their tickets at the offices. Fifty cents additional will be charged when the fare is collected on the train.

For all information concerning Freight or Passage, apply to

D. O. CALDER,
Ticket and Freight Agent,

JOSEPH A. YOUNG,
SUPERINTENDENT.

dl1-17

Utah Central R.R. Adv.
... in Deseret News, Feb. 4, 1871

We are proud to serve the SUP
UTAH PRINTING CO.

17 West South Temple
DIAL 364-1849

Fred & Kay Schwendiman & Mark Gray
Printers of "Voice of Pioneer" and
"Days of '47 Program"

Compliments of

FOOTHILL VILLAGE

13th South and Foothill Blvd.

"Your Neighborhood Shopping Center"

Graham H. Doxey
Graham W. Doxey
H. J. Layton, Members SUP

THE ANSON G. PERKINS STORY**Railroadman Tells Of First Utah Line**

(Continued from preceding page)

The chain gang engineers, I now recall were: McGinn, Case, Herron, Duffin, Allgood, Hamilton, Stout, Wolfgang, Hansen, Wiggill, Kohler, Post, Openshaw, Haslam, Kuntz, and, of course, Jake Jensen whom those of us in train service can never forget. Jake could, without either pain or remorse, jerk the drawbar out of the rear end of the caboose and smile through it all with nary a swear word.

Railroad Personalities

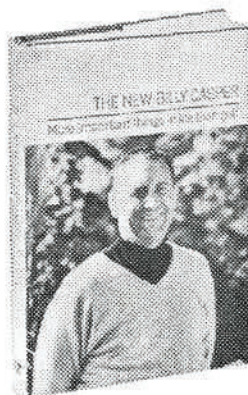
The conductors whom I broke for on freight were: Williams, May, Squires, Lee, Hibbert, Hunt, Estes, Greenburg, Hungate, Haslam, Baugh, Rickards, and Rasmussen who made up for his rather small frame by enthusiastic devotion to his job.

My favorite partner brakeman on the runs were: Coffman, Fer-

guson, Taylor, Alley, and Spading. To be sure, I worked with all who were there during my time. Should I be expected to remember all the names after half a century, especially when endeavoring to also remember the names of the men on the Western Division of the Western Pacific where I subsequently spent quite some time in train service and as general Chairman for O.R.C.?

My years on the California Railroad Commission, after leaving the Western Pacific, provided a broad acquaintance with operating officers and men, and new experiences. However, nothing quite equalled the thrill of rounding Grandpa's curve between Woods Cross and Centerville on what was originally part of Anson Call's farm and Brigham's Utah Central.

(to be continued)

**THE NEW BILLY CASPER**

More important things
in life than golf

by Hack Miller

\$3.95

A timely biographical sketch of a personable athlete, a world champion, a humble man. Elaborately illustrated with photos of the man and his golf clubs in action all over the world. You'll hear the real man speak when he replies to the question ... "What's the purse in the 'Mormon' tournament?"

DESERET BOOK CO.

44 East South Temple & Cottonwood Mall, Salt Lake City
Ogden, Utah, and Orange, California

Golden Spike Centennial Train Will Make New York To Utah Run

As a unique feature of the 1969 Golden Spike Centennial Celebration The High Iron Company of Lebanon, N.J., a group of railroad enthusiasts, will run an excursion train out of New York on May 3, for a 15-day trip to Utah and the Promontory Summit junction site. Announcement of the authentic pioneer travel adventure was made by the Golden Spike Centennial Committee and the Utah Travey Agency.

The cross-country excursion at \$995 as a package price, will be made in the most modern cars available—five coaches, a twin-unit diner, a parlor-dome car, an observation car and three baggage cars equipped with displays depicting American railroad development from its early days. While the trip will be made in the luxury atmosphere, its distinction lies in the fact that the train will be pulled by a steam-powered engine.

Each evening during the journey the train will stop at a major city for public inspection and an exhibit tracing the history of railroading in the United States.

Original Golden Spike In Stanford Museum

The Golden Spike used in ceremonies marking completion of the transcontinental railroad in 1869 was fashioned from \$400 worth of gold by San Francisco jewelers. The cost of engraving 381 letters was \$25.24.

The original spike is now on display at the Stanford University Museum at Palo Alto, Calif. On one side is the inscription: "May God continue the unity of our country as this railroad unites the two great oceans of the world."

Whereabouts of a silver spike, also used in the Promontory Summit ceremonies, is not known. The last tie—of highly polished California laurel — was displayed in the Central Pacific Railroad's San Francisco office until both the office and tie were destroyed in the 1903 earthquake and fire.

Attached to the original Golden Spike was a bulbous nugget which was broken off before the ceremonies and was made into golden watch fobs and rings for President Ulysses S. Grant, Secretary of State William H. Seward and a few other national dignitaries.

Dr. Rich, Dean of SUP, Dies at 100

Dr. Edward I. Rich, 100, dean of the Sons of the Utah Pioneers, and beloved pioneer physician, physician, died Feb. 18 at his home in Ogden. He had been the last survivor of the 51 sons and daughters of the late Elder Charles C. Rich, member of the Council of the Twelve Apostles, Church of Jesus Christ of Latter-day Saints, whose doctrinal pamphlets are still widely distributed.

He was also the last of the old house - to - house doctors who drove horse and buggy through blizzards and rutted roads to attend to the sick and was the first doctor in Ogden to make his visits by automobile. Dr. Rich, in his 54 years as a physician, delivered more than 5,000 babies.

In September of 1965, he was honored as the second member of the Weber County Hall of Fame. He was a member of the Woodmen of the World and the Sons of the American Revolution. In 1968 he was given the David O. McKay Humanitarian Award at the Brigham Young University. He served two terms as president of the Weber County Medical Association and was a fellow in the American College of Physicians. He was active in the Church as a member of high priests group in the Ogden 43rd Ward.

Dr. Rich first practiced medi-

cine in Washington State following his graduation from Jefferson Medical College of Philadelphia in 1893. The following year he married Almira Cozzens in the Salt Lake Temple. She died in 1954.

Funeral services were held Feb. 21 in the Ogden 43rd Ward Chapel and burial was in the Ogden City Cemetery.



Mr. and Mrs. Fred A. Gardner, members of the SUP and DUP respectively, will leave in March to serve a mission at the Visitors Center at the Oakland Temple. They completed a mission to the Nauvoo Temple last year. Fred is a member at large of the SUP.

Chapter SUP Eternal

Charles Wilcken Romney

Charles Wilcken Romney, 56, prominent member of the Sons of Utah Pioneers in the Sugar House area, died Jan. 7 of a heart ailment at his home on East 3300 South St. He was a brother of Michigan Governor George W. Romney who is President-elect Nixon's appointee to the office of secretary of Housing and Urban Development.

Mr. Romney served as assistant state attorney general and was a member of the House of Representatives from 1951-55 and was a candidate for the State Senate in 1948.

An avid sports fan, Mr. Romney was a prime pusher in the acquisition of a franchise for Salt Lake City in the Pacific Coast League and was a director of the Salt Lake Bees during the time this club operated here. He was also a member and director of the Utah State Fair Board from 1961-64 and was an appraiser for the Utah State Tax Commission.

Owner and operator of a cleaning establishment in Sugar House, Mr. Romney was a member of the community Chamber of Commerce, the Veterans of Foreign Wars, the Bonneville Knife & Fork Club and the Utah State Fair As-

sociation. He attended the University of Utah for three years and graduated from the George Washington University College of Law in 1936.

An active member of the Church of Jesus Christ of Latter-day Saints, he served on a proselyting mission to England and Canada in 1939-40. He also served on a stake mission in Granite Stake and was high priest quorum group leader in the Wilford Ward.

Born Aug. 26, 1912, El Paso, Tex., he was a son of Gaskell and Anna Pratt Romney. He married Bessie Poulsen Feb. 28, 1943, in Reno, Nev. Their marriage was solemnized in the Salt Lake LDS Temple.

He is survived by his widow; two sons, Ronald W. and Glen M., both Salt Lake City; his stepmother, Mrs. Amy Pratt Romney; and three brothers and a sister, Gov. Romney, Lansing, Mich.; G. Maurice, Miles P., both Salt Lake City; and Mrs. Meryl Ward, Bloomington, Idaho.

Funeral services were held Jan. 11 in the Wilford LDS Ward Chapel on Highland Dr. Burial was in the Wasatch Lawn Memorial Park.

Eugene M. (Gene) Halliday

Eugene M. (Gene) Halliday, 67, prominent organist and member of the Sons of the Utah Pioneers, died Dec. 26 at his home on 1950 East St., Salt Lake City, after an illness. He was sales manager and teacher for the Hammond Organ Studios. Before joining the Hammond firm he worked for KSL for 22 years.

Mr. Halliday joined KSL as staff organist in 1934 and served as conductor of the studio orchestra. From 1951 to 1960 he worked as program and production manager for both the radio and television stations. He was made vice president and director of the service department. Later he went into the broadcasting business with KLO in Ogden and in Idaho Falls.

His musical career also included a number of years as manager of the Conn Organ Department of the Daynes Music Company. He had his musical training at the McCune School of Music and Art

and the University of Washington from which he graduated with honors.

Mr. Halliday was a high priest in Valley View First Ward and was stake organist.

He served in the U. S. Marine Corps during World War II. Various organizations to which he belonged in addition to the SUP include: the Utah Chapter of the American Guild of Organists and the Bonneville Knife & Fork Club.

He was born in American Fork, Utah, July 10, 1901, a son of C. Benjamin and Mary Miller Halliday. He married Mary Garn, May 23, 1923, in the Salt Lake Temple. He is survived by his widow and a son, Col. Max G. Halliday, serving in Vietnam; three grandchildren and a brother Marion Halliday, Provo.

Funeral services were held Dec. 30 in the Valley View First Ward and burial was in the Wasatch Lawn Memorial Park.

Karl Christen Axelsen

Karl Christen Axelsen, 59, prominent member of the Sons of the Utah Pioneers, the Sugar House Rotary Club, the Bonneville Knife & Fork Club and the U.S. Army Reserve, died following a short illness, Dec. 31.

In business he was manager of Wilson Sporting Goods for 22 years. Mr. Axelsen, an enthusiast for athletic sports, became interested in sporting goods while attending LDS High School and the University of Utah from which he graduated in 1932 with a degree in business.

After serving in Australia, the Philippines and New Guinea during World War II, he began his career in the sporting good business and was made manager of the Wilson firm in 1946.

A member of The Church of Jesus Christ of Latter-day Saints he was a former president in the Seventies Quorum of his stake, a High Priest group leader and superintendent of the Sunday School. He also served in the YMMIA superintendency of the Highland Stake.

Born March 31, 1909 in Manti, Utah, he was the son of Christen and Harriett Bird Axelsen. He married Stella Stringham on Nov. 25, 1932 in the Salt Lake Temple. He is survived by his widow, two daughters, Mrs. Chard (Pat) Fisher and Mrs. Carl (Karllynn) McGaven, both of Salt Lake City; seven grandchildren, his mother and sister, Mrs. Alice Heath, also of Salt Lake City. Funeral services were held Jan. 3 and burial was in the Manti Cemetery.

Lawrence D. (Dick) Anderson

Lawrence David (Dick) Anderson, 70, member of the Sons of the Utah Pioneers, died of a stroke in a Salt Lake hospital Dec. 30, 1968. He was a pipefitter by profession and in religious activities was a ward clerk and for many years a member of the Tabernacle Choir.

He was born Aug. 11, 1898 in Salt Lake City to Henry J. and Elizabeth Jane Pyper Anderson. He married Clara Wells Hedges, Sept. 8, 1927 in the Salt Lake Temple.

Mr. Anderson is survived by his widow, son David Hedges Anderson; brother, sister, Alex P., Mrs. Margaret A. Bowen, both of Salt Lake City.

Funeral services were held Jan. 2 in the East 12th L.D.S. Ward and burial was in the Salt Lake City Cemetery.

**Patronize
Our
Advertisers**

FOR ALL YOUR DINNER PARTIES,
CONVENTIONS OR CLUB
GATHERINGS

DIAL 486-8160 or 486-8168

Clark's Auditorium

33rd South and State Street

We Are Proud to Serve the S.U.P.

Dial 466-1222
We Are Proud To Serve the SUP
Home Style Cooking
Distinctive Catering Co.
For Weddings, Parties, Box Lunches

Stop at
WESTERN VILLAGE
Mesquite, Nevada
Cafe - Motel - Service Station
Members of S.U.P.



SUP **PROFILES**



George Edmund Miles

George Edmund Miles of St. George, Utah, celebrated his 102nd birthday quietly at his home, 245 South 200 East on December 9, 1968. He was born in London, England, on December 9, 1866. In 1878 when Elder Miles left London for St. George the



Mr. Miles

journey took 29 days of which it took 14 days by mule team from Salt Lake to St. George. St. George then had a population of 1300 people. There was no money; people traded necessities. When the mines opened at Silver Reef

George moved there to work for Woolley Lund & Judd, pioneer merchants and Wells Fargo Agents. He stayed at the reef for seven years. Mr. Miles has lived in the same house for 69 years, he has lived in St. George for 81 years. At age 27 he married Victoria Josephine Jarvis, daughter of George Jarvis, pioneer Dixie settler. Soon after his marriage he purchased the home he now lives in, from Thomas Judd. This is a pioneer type

of the better home, with high ornate ceilings, plastered and plastered of paris decoration by William Burst, the Scottish artist who did the beautiful art work on the ceilings of the St. George Temple, Tabernacle and Court House. The Miles home took up an entire city block, 528 feet square.

In his religious work he served as missionary to the Southern States, 1896-1899. Stake Clerk 24 years, Sunday School Supt. 17 years, plus many years teaching Sunday School and Priesthood classes. He has been a temple ordinance worker 25 years and Stake Patriarch for 29 years, a position he still holds. In his civic life he has been county school teacher for four years, city clerk for 18 years, juvenile judge for eight years and justice of the peace for three terms.

The living children of George Miles are: George J. Miles, Centerville, Utah; Dr. Henry J. Miles, Urbana, Ill.; Mrs. Clinton (Ann) Fuller, Mrs. Howard (Mary) Kleinman, and Walter J. Miles, St. George, Utah and Maurice J. Miles, Henderson, Nevada.

At the last board meeting of the Dixie Mission Chapter, Mr. Miles was passed on to become an honorary member.

Secretary Woolley's Brother Dies In Athens, Greece

Earl R. Woolley, 69, brother of T. Mack Woolley, executive secretary of the National Society, Sons of the Utah Pioneers, died Jan. 16 in Athens, Greece, where he worked as a supervisor in charge of erecting power plants, for the government of Greece, through the U.S. government. He is the second of our executive secretary's brothers to pass away in recent months. Gordon the roller skating entrepreneur died recently.

Mr. Woolley was born Jan. 21, 1899 at Centerville, Utah, a son of Lorin C. and Sarah Ann Roberts Woolley. He married Maria Chrisschou, Dec. 9, 1965 at Summit, N.J. He was a graduate of the University of Utah and the University of Pennsylvania and lived in New York for many years, and spent many years abroad in connection with his employment as an engineer.

Mr. Woolley was a commander in the U.S. Navy and was active in the Korean War. He is survived by his widow in Athens and the following brothers and sisters: T. Mack and Calvin R. of Salt Lake City; Gwendolyn Woolley of Las Vegas, Nev. and Mrs. A. Ferrel (Olive) Coombs, also of Salt Lake.

Funeral services were held Jan. 22 at the Larkin Mortuary.

Valentine Party

The Salt Lake Luncheon Club's annual Valentine Party was held February 12 in the ballroom of the Hotel Utah with Pres. Hoyt Brewster presiding.

The festivities featured the musicians of Weber State College under the direction of Fay Hanson, headlining "The Trumpeteers." Favors were presented the ladies.

It was announced that Charles S. Peterson, new director of the Utah Historical Society would be the speaker at the March 5 luncheon. Mr. Peterson succeeded Dr. Everett Cooley as director of the society. He will speak on "The Centennial of the Transcontinental Railway."

**Patronize
Our
Advertisers**

DESERET MORTUARY

"SERVICE ABOVE ALL"
36 East 7th South
CALL 364-6528

Under new local ownership and management
Paul E. Petersen, Member SUP

PRESCRIPTION PHARMACY

Boston Bldg., 347 S. Main; Ph. 355-3461
"Open 7 a.m. to 1 a.m."

Sundays and Holidays, 8 a.m. to 1 a.m.

MEDICAL ARTS PHARMACY

Medical Arts Bldg.
50 East South Temple Phone 364-7815
Open 8 a.m. to 7 p.m.

CALL 322-3447

Moench Letter Service

Duplicating — Printing — Mailing
43 West Broadway • Salt Lake City, Utah
D. EUGENE MOENCH, Manager
Best Wishes to SUP

THIRD PRIZE SUP PRIZE-WINNING STORY**First Effort To Drill Artesian Well Out West***By Rhoda H. Wood*

In the 1880s, John Brown, a lawyer, and neighbor to my father's family, lived in South Parowan. He had been hurt in an accident on a ship before he emigrated to this country. One leg was much shorter than the other, and he was very lame. He had an excellent knowledge of law procedures, and helped many people while he lived, in the early days of Parowan.

Mr. Brown may have been a Mormon, I am not sure, but he was an honest, good neighbor, and rather on the venturesome order.

He and William Holyoak talking together, wondered if it might be possible to tap the great underground pool of water, which the contour of that valley indicated there might be, draining toward Little Salt Lake.

The two men argued themselves into the idea that they could never be satisfied until they had proven whether they were right or wrong. Labor was cheap and plentiful. Brother Holyoak was so anxious, he offered to provide the necessary cash; John Brown, Jr., could do the work in place of his father who was so badly disabled as to preclude the most physical exertion, and if it were necessary, John Newman could be had, and Alex was always more than dependable, if he happened to not be working at other things, so they would give it a try.

Derrick First

Johnnie and William Bently were hired to begin the project by building an 80-foot derrick, in three sections, of the most sturdy timber. It must be stout, and with

three floors from which to work, and ladders.

Alex went with the others, probably his interest was keen as theirs. He said, "We began by dropping a half-inch pipe with drills to suit the need. We would drill for a while, then put on a cup with a valve in it, moving it up and down, pouring water in it (water that we hauled). This would fill with sand and water until full, then we would drain it by taking the valve off.

"As the hole deepened we had to lengthen the pipe, uncoupling each joint, when the pipe had to be emptied of the mud and water.

"After going some distance we put down a two-inch casing. This was driven by pounding it with a 200-pound molasses-roll, pulled up and let fall by hand. This was very hard work and went very slowly.

"We spoiled two holes after they were down a good depth, anyway over a 100 feet.

Up It Comes

"After about two months they had the third hole close to 280 feet, had pulled the drill-rod up for the night, we were resting on the ground for a little, Newman said he was afraid Holyoak was getting tired of putting money into a dry hole. We were all very tired and pretty discouraged.

"Saying little, imagine the surprise to see suddenly surging out of that pipe a nice stream of muddy water, as we watched, gradually clearing and increasing.

"We had been taking a lot of sarcastic ribbing from the townspeople, so as we drove home that night, agreed between ourselves to say nothing to any one, anyway until we were sure that stream was still running tomorrow when we went back. Inwardly excited,

each man kept his own council.

"Upon getting ready next morning, to return, we could not get an outfit together. Brown could not walk that five miles, but was most anxious to go. He had a light running-gear, I had a little mule, so, to make a long story short I held up the tongue and neck-yoke, on one side, hitched the mule on the other, and away we went; to find that beautiful small stream still flowing, on land that later was known as 'The Brown Entry.'

"As you drive north down Parowan Main Street toward the lake, five miles out, you will see a patch of wet and willows on your left. This spot marks the first artesian water ever developed in this area, and it is said in all the west."

(From a story told by Alex G. Matheson to his daughter, Rhoda Matheson Wood, in 1929.)

J. P. Sharp, Noted Utah Historian Dies at Age of 91

James Palmer Sharp, 91, well-known authority on Utah history, died of natural causes Dec. 29 in a Salt Lake City rest home. He had been a consultant and writer of early Utah pioneer and Pony Express history and wrote many stories about Utah and the West. His parents founded the town of Vernon in Tooele County.

Also a rancher, he served as director of the Pleasant Grove Canning Co. and was an officer of the Standard Furniture Company and the State Bank of Park City. Active in Scouting, Mr. Sharp earned his eagle award and served as a scout commissioner.

He was born Aug. 17, 1877 in Vernon, a son of John C. and Sarah Bethula Palmer Sharp. He married Olive Emily Somsen in the Salt Lake Temple on Nov. 27, 1901. She survives as do two sons and a daughter: James Vernon, LeGrand Gentry and Mrs. Francis (Emily Sarah) Chapman.

FOR ALL YOUR OPTICAL NEEDS SEE

OPTICAL SHOPS

5 LOCATIONS

420 Boston Bldg., 368 East 1st South and
and Cottonwood Mall, Salt Lake City
1062 East 21st South, Sugar House
4792 South State, Murray

Bring Your Glasses Prescriptions To Us

**SALT LAKE
STAMP COMPANY**

360 West 2nd South
Phone 328-3281

AN IMPORTANT GEOGRAPHICAL CENTENNIAL**The Maj. Powell River Voyage Of 1869***By Grant M. Reeder*

Since this seems to be a year of centennial observances, let us not overlook an adventure of great geographical importance to the Intermountain West. This historical event was the first expedition of Major J. W. Powell down the treacherous canyons of the Green and Colorado Rivers 100 years ago — the first to make such a voyage.

The expedition got underway on May 24, 1869 on the Green River at Green River City, Wyoming. It is interesting that the Union Pacific Railroad which was one of the two railroad companies involved in the Golden Spike Ceremony just two weeks earlier at Promontory, freighted Major Powell's boats from Chicago to Green River City.

The expedition was the first to travel the full length of the unknown canyons of the Colorado River making a survey and noting the geology, plant and animal life along the way. Three months later they emerged from the lower end of the Grand Canyon.

This is recognized as one of the important accomplishments in exploration and Major Powell's report *The Exploration of the Colorado River and Its Canyons* is considered to be one of the classics in adventure literature.

The Second Voyage

Major Powell made a second river voyage in 1871-72 repeating

the traverse of the Green and Colorado River Canyons and expanding the information he obtained on the first expedition.

In addition to the two river voyages, Powell's men under his direction explored and made the first surveys of the high plateaus and some of the mountain ranges of Southern Utah and Northern Arizona. In these endeavors, his efforts resulted in the discovery and exploration of the Henry Mountains and the discovery of the Escalante River, the last river to be discovered in the United States. Major Powell's work was a significant contribution toward filling some of the blank spaces (because the geography and topography were unknown) of the map of our state.

"A 'Dramatic Triumph'"

One of the reviewers of the Powell expeditions has stated, "The first Powell expedition was an undertaking of phenomenal daring that resulted in a dramatic triumph." He also wrote "Reliable knowledge of the Green and Colorado Rivers and of their marvelous country is the product of the Powell Survey . . ."

Major John Wesley Powell made a very significant and important contribution in exploring a large portion of our state. In this year of the centennial of his first expedition we should pay him honor as a very important Utah Pioneer.

**Suzanne McGhie
At Age 102,
Still Alert, Active**

Suzanna Wagstaff McGhie, 4790 Holladay Boulevard, celebrated her 102nd birthday, Jan. 18 at a family gathering. Although somewhat weary after all those years, she has a keen mind and retains her sharp sense of humor. She has lost much of her sight and had to give up her hobby of knitting wash cloths.

Mrs. McGhie was born Jan. 18, 1867, a daughter of William and Emily Limb Wagstaff. Her father was a pioneer horticulturist who supplied plants and trees for church property and the general authorities.

She recalls attending meetings in the Tabernacle when Brigham Young presided there. She remembers that he used to wear a shawl during cold weather. A more exciting experience she recalls, was her first airplane ride at the age of 95 when she flew to Hawaii.

Mrs. McGhie was married to James McGhie in September 1885 in the Logan Temple. It was while returning home to Salt Lake City that one of the horses pulling the honeymoon carriage, dropped dead. The McGhies lived most of their life in Salt Lake City. He died in 1942.

A Relief Society home teacher for 40 years, she has also served as a ward Primary teacher and a temple worker for 20 years.

Of her 10 children, three survive: Frank W. McGhie and Mrs. H. S. Isabell Howe, both of Salt Lake City and Mrs. Ormond (Emily) Keller, Seattle, Wash. She has 21 grandchildren, 71 great-grandchildren and 33 great-great-grandchildren.

**Residential HEATING and
AND****AIR CONDITIONING**

FREE ESTIMATES

E. H. WILLIAMS CO.

SINCE 1935

3365 South 2nd West Salt Lake City

DIAL 485-2256

HARMAN CAFES

Extend a cordial invitation to all families . . . come to Harman's often . . . and use our banquet facilities whenever the need arises. Harman Cafes have five wonderful cafes in Utah.

Hiller Bookbinding Co.

615 North 3rd West Dial 364-5677

Specializing in Binding Family History
Records and BooksWhy Not Have Your Genealogy,
History and Album Books Bound?

O.C. Tanner
JEWELRY CO.
42 WEST 2ND, SOUTH • DA 2-1039
SALT LAKE CITY 1, UTAH

INTERMOUNTAIN'S LARGEST DIAMOND DEALER


UTAH
ENGRAVING
231 Edison Street

During "Gold Spike" Centennial Visit Pioneer Village With Your Family



THE STAGE IS ALL SET—Busts of all the Church Presidents and a great portrait of President Brigham Young done by the famed artist Alvin Gittins. Windows of President Joseph F. Smith, Pres. Heber J. Grant, Pres. David O. McKay and Matthew Cowley. See the replicas of Pioneering at Chimney Rock and the celebration of the Golden Spike—The Dillman collection of Ute artifacts and 18 paintings by Alan Hauser, Indian artist.

Pioneer Village Museum

A project of the National Society Sons of Utah Pioneers with our Museum and office adjoining on the spacious lighted parking lot.

OPENS APRIL FIRST

Now on the new Freeway at the 23rd East exit, East of Sugar House and South to Fisher's Lane that runs West right into the entrance of the Village, or East on 2700 South to 2150 East (Connor Street) and South to 3000 Connor Street.

Enjoy a living memorial to our Pioneer Forefathers. Ride in covered wagons drawn by Oxen or sit in the old railroad hack and enjoy going for a ride with the Paint Pony. Feed the tame deer and pigeons; pet the Welch Pony and throw some grain to the flocks of chickens in the farm yard. Get away from it all and rest your eyes on the beautiful backdrop of the Wasatch Mountains.

On The Road to Promontory Summit Stop at The Railroad Museum, Corinne, Utah

THE CENTENNIAL YEAR

We are ready to welcome the crowds that will visit Utah for this great historical event—the passing of the steam epoch is glorified—the first transcontinental railroad at Promontory Summit is one of the greatest events in American history because it ended the Pioneer era.

These two great projects were founded by the South East Furniture Company and Mr. and Mrs. Horace A. Sorensen, who was for three terms National President of the Sons of Utah Pioneers.

Seven Miles West of Brigham City, Utah Corinne, the Pioneer Railroad Settlement OPENS MAY FIRST

Featuring rolling stock of steam engines, cars and railroad station. The event will be celebrated several times during the year on the stage backed by cut-outs of the two great engines—the U.P. 119 and the old Jupiter Western Pacific.

Honoring the Driving of the GOLDEN SPIKE May 10, 1869

See the giant mural of that great event, see the replica by Gwen Mill'sap showing the importance of the occasion. Let the kiddies climb on engines. Fun for old and young.

These are non-profit projects of the National Society of The Sons of Utah Pioneers. A slight entrance fee helps the operation, but they are still substantially underwritten by the founders who solicit your help.

SOUTH EAST FURNITURE

**2144 HIGHLAND DRIVE • SUGAR HOUSE
484-8686**